INDUSTRY AND LABOUR

INDUSTRY AND LABOUR

CLASS STRUGGLE AT WORK AND MONOPOLY
CAPITALISM

Andrew L. Friedman

*Lecturer in Economics
University of Bristol*

M

© Andrew L. Friedman 1977

All rights reserved. No part of this publication
may be reproduced or transmitted, in any form
or by any means, without permission.

First published 1977 by
THE MACMILLAN PRESS LTD
London and Basingstoke
Associated companies in Delhi Dublin
Hong Kong Johannesburg Lagos Melbourne
New York Singapore and Tokyo

British Library Cataloguing in Publication Data

Friedman, Andrew L
Industry and labour.
1. Industrial relations – Great Britain
I. Title
331'.0941 HD8391

ISBN 978-0-333-23032-9 ISBN 978-1-349-15845-4 (eBook)
DOI 10.1007/978-1-349-15845-4

This book is sold subject to the standard conditions of the Net Book
Agreement.

The paperback edition of this book is sold subject to the condition
that it shall not, by way of trade or otherwise, be lent, re-sold, hired
out, or otherwise circulated without the publisher's prior consent in
any form of binding or cover other than that in which it is published
and without a similar condition including this condition being
imposed on the subsequent purchaser.

For Lola and Lloyd Friedman in Love

Contents

<i>List of Graphs, Maps, Tables and Charts</i>	xi
<i>Preface</i>	xiii

PART ONE

INTRODUCTION

1 BACKGROUND AND ARGUMENT	3
2 MARX'S FRAMEWORK	10
1 The Capitalist Mode of Production	10
2 The Capitalist Labour Process and the Valorisation Process	13

PART TWO

MONOPOLY CAPITALISM, WORKER RESISTANCE AND MANAGEMENT

3 MONOPOLY CAPITALISM	23
1 Monopoly Power and Monopoly Capitalism	24
2 Marxist Interpretations of Monopoly Capitalism	26
3 Historical Development of Monopoly Power in Britain	30
4 WORKER RESISTANCE – ARGUMENT	45
1 Stages of Capitalist Productive Activity and Managerial Authority	45
2 Worker Resistance – Marx and Marxists	48
3 Worker Resistance – Some Important Characteristics	50

5	WORKER RESISTANCE – HISTORICAL DEVELOPMENT	56
1	1780s to 1840s	56
2	1850 to 1870s	60
3	1870s to 1914	64
4	1914 to 1945	69
5	1945 to 1970s	72
6	MANAGEMENT – PRELIMINARY ARGUMENT	77
1	Types of Managerial Strategies	77
2	Management and Marxist Theory	80
3	On Control	82
7	MANAGEMENT – HISTORICAL DEVELOPMENT AND ARGUMENT	86
1	1780s to 1840s	86
2	1850 to 1870s	89
3	1870s to 1914	90
4	1914 to 1945	98
5	1945 to 1970s	99

PART THREE

CENTRE–PERIPHERY RELATIONS

8	FIRMS AND WORKERS	105
1	Contradictions in Managerial Strategies and Flexibility	106
2	Centre and Periphery within the Firm	108
3	Centre–Periphery Relations between Firms	114
4	Subcontracting and Flexibility	118
5	On Classes	129
9	THE STATE AND RELATIONS BETWEEN COUNTRIES	130
1	Social Formations and the State	130
2	Disparity between Countries	131
10	LONG-RUN PATTERNS FOR INDUSTRIES AND AREAS	137
1	Centre–Periphery within Productive Activity and Area Patterns	137
2	The Fragility of Central Workers' Status	138
3	Long-run Patterns of Relative Prosperity between Regions in Britain	140

PART FOUR

NINETEENTH-CENTURY INDUSTRY-AREA STUDIES

11	THE SILK RIBBON-WEAVING TRADE IN HILLFIELDS AND COVENTRY REGION	147
1	Historical Background	147
2	Monopoly Power	149
3	Worker Resistance	151
4	Management	152
5	Centre–Periphery Pattern	154
6	Shift in the Centre of the Silk Ribbon Trade	155
12	THE HOSIERY INDUSTRY IN LEICESTER IN THE LATE NINETEENTH CENTURY	159
1	Leicester and Coventry during the Nineteenth Century	159
2	Historical Background to the Hosiery Trade	160
3	Monopoly Power	167
4	Worker Resistance	168
5	Management	173
6	Centre–Periphery Patterns within Firms	175
7	Centre–Periphery Pattern between Firms	177
8	The Hosiery Industry and Leicester	178

PART FIVE

TWENTIETH-CENTURY INDUSTRY-AREA STUDY

13	THE MOTOR-CAR PRODUCT CYCLE, COVENTRY AND THE LAW OF VALUE	183
1	The Motor-car Product Cycle and Coventry	183
2	The Product Cycle and the Law of Value	186
14	HISTORICAL DEVELOPMENT OF THE CAR INDUSTRY IN COVENTRY: MONOPOLY POWER AND STRUGGLE	188
1	Experimental Period 1896–1921	188
2	Luxury Product Period 1921–1932	195
3	Peak Period–Acceleration Part 1932–1957	205
4	Peak Period–Deceleration Part 1957–1966	215
5	Period of Declining Ownership Growth 1966–?	224

15	CENTRE-PERIPHERY PATTERNS IN THE U.K. CAR INDUSTRY	240
1	Centre-Periphery Patterns within Car Firms in the United Kingdom	240
2	Centre-Periphery between Firms and between Countries in the Car Industry	244
16	HILLFIELDS, COVENTRY AND THE CAR INDUSTRY	247
1	Hillfields and Coventry	248
2	Shifting Centre for the Car Industry and Coventry's Future	258

PART SIX

ARGUMENT AND CONSEQUENCE

17	ARGUMENT AND CONSEQUENCE	265
1	New Concepts	265
2	The Value of Labour Power	267
3	Discretion, Class Struggle and other Marxian Categories	270
4	The Framework and Micro Analysis of Industries and Areas	270
	<i>Notes and References</i>	273
	<i>Bibliography</i>	297
	<i>Index</i>	305

List of Graphs, Maps, Tables and Charts

Table 3.1	Earnings of Manual Workers in the Engineering Industry, 1969–74	44
Table 5.1	Latent Reserve Army for Great Britain, 1801–1971	61
Graph 8.1	Planned Output	124
Graph 8.2	Proportion of Output from Planned Sources	124
Table 8.1	Regression Results for Males in Coventry's Motor-vehicle and Supplier Industries	128
Map 10.1	Broad Areas of Relative Prosperity in England, 1850	141
Map 11.1	Coventry's Location	148
Map 11.2	Coventry's Weaving Area	148
Table 11.1	Social Distribution of Coventry Families in the Ribbon Weaving Trade (including Hillfields), 1838	150
Map 12.1	Distribution of the Hosiery Industry in Great Britain, 1844	161
Table 12.1	Distribution of Knitting-frames in England, 1812	162
Map 12.2	Distribution of the Hosiery Industry in the East Midlands, 1844	163
Map 12.3	Organisation of the Domestic System in the East Midlands Hosiery Industry, 1844	165
Map 12.4	Leicestershire – Bag-hosiers and Hosiery Manufacturers, 1851–1900. Hosiery Firms, 1932	169
Table 12.2	Number of People Returned as Occupied in Hosiery Manufacture, Leicester and Leicestershire, 1851–1901	170
Graph 13.1	Product Cycle for Cars in the United Kingdom	184
Graph 13.2	U.K. Car Production and Coventry Employment, 1929–72	184
Table 14.1	Composition of Labour Force in General Engineering, 1911	193
Chart 14.1	Take-overs and Mergers in the U.K. Car Industry	197
Table 14.2	Shares of Car Output of Major Car Firms, 1913–75, and Shares of U.K. New Registrations for 1975	198–199
Graph 14.1	Percentage of Insured Workers Unemployed in Coventry as Compared with that of Great Britain, 1928–38	202

Table 14.3	Percentage of Persons Employed in Each Occupational Group, England and Wales, Coventry C.B., 1921 and 1931	203
Graph 14.2	Seasonal Unemployment in Coventry Compared with that of Great Britain, 1928–38	204
Table 14.4	Industrial Disputes in Car Firms, 1947–64	215
Table 14.5	Percentage Striker-days in Car Firms by Cause, 1946–64	220
Table 14.6	Percentage of Persons Employed in Each Occupational Group, England and Wales, Coventry, C.B., 1951, 1961 and 1966	222–223
Table 14.7	Pre-tax Profits (Losses) of Major Car Firms in Britain, 1964–75	225
Graph 14.3	Assets and Net Added Value per Man for Major Car Firms in Europe, 1969	229
Table 14.8	British Leyland in Brief, 1968–75	230
Table 15.1	Percentage Ratio of Average Hourly Earnings (including overtime), Average of January and June 1963	241
Table 15.2	Average Weekly Earnings in Certain Branches of Engineering, 1924–31	245
Graph 16.1	Coventry Population Growth Compared with other Major British Cities, 1891–1971	247
Map 16.1	The Location of the Hillfields Area within the City of Coventry	249
Map 16.2	Changing Use of Industrial Sites in Hillfields, 1896–1968	250
Map 16.3	Desire Lines 1961–Journey-to-work Trips by Car	251
Table 16.1	Hillfields Employment from 1-in-6 Survey, 1971, Occupation by Firm Type (Males and Females)	253
Table 16.2	Hillfields Employment from 1-in-6 Survey, 1971, Occupation by Firm Type (Males)	254
Table 16.3	Hillfields Employment from 1-in-6 Survey 1971, Occupation by Firm Type (Females)	255
Table 16.4	Employment in Hillfields and Coventry by Socio-economic Groups, 1971	256

Preface

Work on this book began in March 1974 when I was asked by John Bennington, then Director of the Coventry Community Development Project and now a member of Coventry Workshop, to carry out a study of the links between the industrial structure of Coventry and the socio-economic characteristics of Hillfields – Coventry C.D.P.'s project area. Though the study was completed in December 1974, my association with the Coventry C.D.P. and then Coventry Workshop has continued to influence my work. I am especially grateful to John Bennington for the stimulation and encouragement which he has given me as the manuscript progressed through many stages of revision and enlargement.

There are many others who have commented on versions of the manuscript, including those from Warwick University who acted as a reference group for the Coventry C.D.P. and the Bristol University Labour Process group. I would like to thank Sol Picciotto, Bob Fine, Theo Nichols, Miki David and Maralyn Porter in particular. Also I would especially like to thank Tony Brewer for applying his sharp critical eye to various versions of the work, thereby reducing the number of errors in the book considerably, and for his continual support since my arrival at Bristol.

Several people helped with the preparation of tables and gave other research assistance. I would like especially to thank Sylvia Fairbairn, Dominic Cornford, Margaret Bending and Annie Bednarska. More than a dozen people have typed sections of the manuscript. I would like in particular to thank Jan Nicholas for her diligence. I would also like to thank Janet Webb, Olive Santos and the denizens of 5 Harcourt Road for their forbearance, and especially Scarlet Friedman for showing me that there is more to life than academic success.

Bristol
January 1977

A. L. FRIEDMAN